

COMMERCIAL.

THURSDAY, MARCH 12, 1857.

A FAIR business has been transacted the past week, though at prices unusually low for this season of the year. Island produce has gone off briskly, several parcels of coffee, sugar, &c., finding purchasers as soon as landed on the wharf.

The *Yankee*, for San Francisco, will take over a larger freight than at any time for many months; indeed she will leave a large quantity behind, which she was obliged to refuse for want of room.

The *Lucky Star*, from San Francisco, en route for Melbourne, arrived on Friday, and took a small freight of oil and palm.

Schr. *Liholilo* came in on Saturday with 100 tons guano from Jervis Island.

The bark *Fanny Major*, with a full cargo of assorted merchandise from San Francisco, arrived on Tuesday evening, after a passage of 19 days. Her cargo consists of assorted goods.

The clipper ship *Aspasia* has a full cargo engaged for New York direct, and will be ready for sea about the 25th inst.

Whale ships are arriving freely at the wharves from the islands, and most of them report from 50 to 150 bbls taken since leaving home ports in the United States. The demand for supplies in the Spring is always light, and mostly confined mostly to fresh recruits.

We give a few quotations:

COFFEE—Sales of several different parcels Kona, amounting in all to about 10,000 and 15,000 lbs at 11¢ @ 12¢. At the close we know of none in first hands; the *Yankee* takes a large quantity on freight.

SUGAR—Best qualities are firm, and on the advance from last quotations, owing to supposed favorable advices from the East; the quantity to come in from the plantations is large, and we do not think the advance will be long maintained. Large sales have been effected at 7¢.

BEER—Stock heavy; best quality held at 14¢.

FLOUR—None in first hands; the *Fanny Major* has only brought 60 bbls, on b-kers account. California jobbing at 21¢ per bbl. An importation of 200 or 300 bbls good article would pay well.

EXCHANGE—Whalers' bills on the United States offered at par; eight bills on San Francisco 1 per cent. discount—no great call for either class.

WOOL—The fact that the number of whalers and merchant vessels has this season considerably fallen off, will turn the attention of our farmers and merchants to the production of other products than supplies for the whaling and merchant fleet. Among the most remunerative products is that of wool, for which the highlands of Hawaii and Maui are particularly adapted to growing. Shipments of wool were made to the U. S. last year by the *Ocean Telegraph*, and we are happy to learn that favorable returns have been received. We have received the following note from Messrs. Louzada & Spencer of Hawaii on the subject:

Ma. Editor, Sir—As you feel a deep interest in the prosperity of the Sandwich Islands, and as wool is likely to become an article of export, we beg to hand you the account sales of a lot of our sheep, per *Ocean Telegraph*, and consigned to H. A. Pierce, Esq., Boston, also his letter of Nov. 17th 1856, we feel it would be ungrateful if we do not publicly acknowledge the kindness that gentlemen have shown towards us—(entire strangers to him through the whole transaction.)

We remain, Dear Sir,
Yours most respectfully, &c.,
LOUZADA & SPENCER.

Boston, Nov. 17, 1856.

Messrs. Louzada & Spencer, Honolulu:

GENTLEMEN—Herewith you have account sales of the balance of wool (2 bales) received from you per *Ocean Telegraph*; also my account current closed by my draft your favor of B. W. Field, Honolulu.

The Sandwich Islands wool is well-liked here, and will increase in favor the more it is known. Prices have risen considerably lately, and I presume after next season of Congress similar wool will come in free of duty if imported under 15 cents a pound.

Yours respectfully,
HENRY A. PIERCE.

Accompanying the above are two account sales, one of two bales of black wool, which has been supposed heretofore to be much inferior. This lot consisted of 657 lbs which realized 25 cents per lb—\$163.96. The other lot consisted of 5407 lbs which realized from 30 to 35 cents per lb, and appears to have sold very readily within thirty days after its receipt. We have no doubt an arrangement can be made with Mr. Pierce or some other merchant in the U. S. to take all the wool shipped to them and allow the shippers to draw against it at a fixed rate per lb, say 10 to 12 cents on each lb. We trust the facts given above will give an impetus to this branch of domestic industry.

LATEST DATES, received at this Office.

San Francisco	Feb. 17	Paris	Dec. 25
Panama, N. G.	Jan. 31	Hongkong	Nov. 24
New York	Jan. 21	Sydney, N. S. W.	Dec. 15
London	Dec. 27	Tahiti	Feb. 8

Ships Mails.

For SAN FRANCISCO, per *Yankee*, Wednesday, March 11, at 10 A. M.

For LAHAINA, per *Maria*, Wednesday, and Kakaia, on Thursday.

For KONA, per *Kekaula*, Thursday.

For HILO, Wednesday.

For KAUAI, per *Excel*, about Friday.

PORT OF HONOLULU, H. I.

ARRIVALS.

March 5.—Am Whaler ship *Minerva*, Warner, from Lahaina; shipped 85 bbls of oil for the *Aspasia*, and sailed, March 7, for the North.

Haw schr *Kekaula*, from Kona, Hawaii.

6.—Am clipper bark *Lucky Star*, Sweeney, 15 days from San Francisco, en route for Sydney.

Haw schr *Alice*, Kys, from Kona, Hawaii.

7.—Am whaler ship *Barnstable*, Fisher; *Lagoda*, Willard; Venice, Lester, arrived off this port from Lahaina and Hilo, and sailed same day for the North.

Am whaler ship *Huntsville*, Grant, 150 bbls whale, 1,500 bone.

Fr wh sh *Elizabeth*, Painblanc, 6 months and a half in Havre, clear.

Haw sch *John Young*, Hale, 24 hours in Kaula.

8.—sch *Kamoharua*, Gulick, from Kohala.

9.—sch *Liholilo*, Paty, 20 days from New Nantucket Island, with cargo of guano.

10.—Haw sch *Maria* and *Sally* from windward ports.

10.—sch *Kinole*, Morse, from Kona, Hawaii.

10.—Am bk *Fanny Major*, Lawton.

DEPARTURES.

March 5.—Haw brig *Emma*, Bent, for Kauai.

7.—Am wh sh *Vineyard*, Caswell, and *Sheffield*, Green, to cruise.

9.—Sch *Kamoi*, for Lahaina.

10.—Am bk *Lucky Star*, Sweeney, for Melbourne.

10.—Sch *Favorite*, for Kahului.

10.—sch *Kamehameha IV.*, for Kohala.

MEMORANDA.

LAHAINA, MARCH 7, 1857.

DEAR SIR:—Since our last we have to report the arrival of the ship *Cornelia* from the Society Islands. Reports at the different ports, the following ships: *Lydin*, *Trident*, *John Howland*, *Olympia*, *Arnold*, *Navy*, *Bark Hamilton* and *Volga*. Neither had taken any oil since leaving these Islands. Ship *Cornelia* had taken 25 sperm, and is bound here. *Bark Endeavor*, for home. *Antelope*, for Guam.

Also, ship *William Wirt*, Osborne, 7 months from home, 50 barrels whale oil. Spoke en passage, *Jirah Perry*, no oil. *Condor*, 140 sperm. Fine and beautiful weather as usual, and expect quite a fleet in the course of two weeks.—BOLLES & CO.

DEAR SIR:—We send you the report of the *Wm. Wirt*, Capt. Osborne.—*Jirah Perry*, Cannon, off Huahuli, 140 sperm, bound North; *Condor*, Whitehead, do, clean, do; *Tahmaroo*, Robinson, do, 120 sperm, do; *Morning Light*, Norton, 150 S, 15 W, will take the season out around; *Niger*, Jernigan, 120 sperm, do do.—Yrs. Gilman & Co. LAHAINA, March 9.

Hilo, March 2, 1857.

Arrived at this port, yesterday, ship *Jirah Perry*, Cannon, of New Bedford, from home, 150 bbls sperm. The following ships remain, to sail soon: *Barnstable*, *Perce*, and *Phillip I. Monmouth*, Wm. Beckley, from Honolulu, via Kamehameha, arrived last evening. Yours,

VESSELS IN PORT.—MARCH 11.

H. T. M.'s corvette *Zurycio*, M. M. Pichon.

Chilean brig *Escape*, Gasso, repairing.

Am clipper ship *Aspasia*, Green, loading cargo oil.

Am bark *Fanny Major*, Green, refitting.

Am clipper bark *Yankee*, Smith.

Am bark *Fanny Major*, Lawton, to sail about the 25th Feb., for San Francisco.

WHALERS.

Ship *Elizabeth*, (Fr.)

Huntsville.

Brig *Ohu*, Molde, fitting out.

Barks, *Hezmony*, *Bumpus*, Italy, *Babcock*, Brit. out.

Consular in Port.

Sch. *Kamamalu*, repairing.

Maria, for Kamehameha soon.

Liholilo, discharging guano.

Kekaula, for Kona soon.

Alice, for do do.

Sally, for Hilo.

Kinole, Morse, up for Kona.

Vessels Expected from Foreign Ports.

Am sch *San Diego*, was to leave Puget Sound about Feb. 1, for the port.

Am bark *Metropolis*, would leave Columbia River, March 15, for Honolulu.

Br ship *Minetta*, was to leave London ———, consigned to R. C. Johnston, Agent of the Hudson's Bay Co.

Am ship *John Marshall*, was to leave New York for Honolulu in January.

Br brigantine *L. P. Foster*, Johnson, is due from Puget Sound with a cargo of lumber to Hackett & Co.

One of Pierce & Co.'s line of Boston S. I. Packets was to sail from Boston for Honolulu about Feb. 15.

American bark *Beverly*, Morse, sailed from Boston, Dec. 2, for Honolulu.

American ship *Radiata* left Boston Nov. 10, with cargo mds. for Honolulu, to C. Brewer—due March 15.

Bremen brig *Kanal* sailed from Bremen Oct. 8, with cargo of merchandise to Hoffschlager & Staphorst.

Br. bk *Gambria*, from London via Tahiti, sailed April 6. Last reported at Sydney. Due here via Tahiti, March 29.

American clipper brigantine *Morning Star* sailed from Boston for Honolulu about Dec. 2, with merchandise for the American Mission—due April 15.

A vessel is expected daily from Columbia River, but we do not learn her name.

A fine clipper ship, building at Liverpool, called the *Kamehameha*, just been chartered for Honolulu. She would sail during the Spring, consigned to R. C. Janion.

IMPORTS.

JERVIS ISLAND.—Per *Liholilo*: 39 casks and 1750 sacks guano. SAN FRANCISCO.—Per *Lucky Star*: 1 case salmon, 150 case brandy, 1220 cases mds, in transit for Melbourne.

EXPORTS.

MELBOURNE.—Per *Lucky Star*: 40 bales palm, 38 casks polar oil, 1219 pkgs mds in transit.

PASSENGERS.

For SAN FRANCISCO.—Per *Yankee*—W. H. Gulick, E. Hempstead, J. Macey, F. L. Hanks, Jos. Gasper, H. Dreyfus, A. S. Grinbaum, J. A. Mock, S. T. Alexander, F. S. Lyman, Sylvia Ruth and family, Geo. Robinson, Thos. Anderson, N. Russell, J. A. Daly, Harry S. Swinton Jr., Chas. S. Smith, Ah. Hone, Ah. Tong, Ah. Pak, David, Antonio, M. Schwartz, Chas. Schultz, D. M. Weston, E. A. Heydon, W. B. Rogers, John Edwards, James Wilson, John Davis, A. Benson, Rev. E. G. Beckwith, Miss M. J. Armstrong, Capt. O. B. Spencer, El. Hopkins, Capt. T. A. Gornly, Frank Silva, Mrs. Harris, Mrs. Benson, J. Merrill, Capt. Bailey, Mr. Dickinson, Capt. Macomber, Miss A. Poor, Mr. Schwope.

From SAN FRANCISCO.—Per *Lucky Star*—H. C. Leonard, W. C. Valentine and lady, D. McDonald, Mrs. Cleland and son, Wm. Mears, Robert Stevenson, M. Regnault, F. Signet, M. Carrol, J. Henry, Mr. Crazin and wife—all the above are for Melbourne, excepting Mr. Leonard.

From JARVIS ISLAND.—Per *Liholilo*—Chas. A. Judd, A. Benson.

From SAN FRANCISCO.—Per *Fanny Major*—W. A. Aldrich, Mrs. Cartwright and daughter, Mr. Rivett, J. R. Boud, J. Simmons.

PORT OF LAHAINA, MAUI.

ARRIVALS.

March 6.—Ship *Cambria*, Pease, from Society Islands.

Ship *William Wirt*, Osborne, 7 months from home, 90 bbls whale.

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter neatly done up in wrappers, five copies for 50 cents, or twelve copies for a dollar.

TERMS.—Six Dollars per annum.

Single Copies 12¢ each.

AGENTS FOR THE COMMERCIAL ADVERTISER.

Lahaina, Maui — C. S. BARROW, Esq.
Makawala, E. Maui — J. L. TORBERT, Esq.
Hilo, Hawaii — Capt. J. WORTH.
Kauai, Hawaii — Capt. JAS. A. LAW.
Kona, Hawaii — H. H. SMITH, Esq.
Kohala, Hawaii — Dr. J. W. SMITH.
San Francisco, Cal — L. P. FISHER, Esq., Mer. Ex.
New Bedford and U. S. — B. LINDSEY, Ed. Ship List.

THE PACIFIC

Commercial Advertiser.

THURSDAY, MARCH 12.

The leading article of last week's *Polynesian* calls for a few remarks in reply. It is very easy for the editor of that paper to say, when any statements are made in the *Commercial* not suited to his ideas, that it is a "misstatement of facts," etc. And he can even affect to believe and undertake to show, that the government press not only pays its way, but is a source of profit to the government. Now there is not a man in the kingdom, not even the editor himself, who really believes a word of this, but the general impression is, and it is a correct one, that the government press is a great sink, which carries off a considerable share of the receipts of the kingdom; that it is not and never can be conducted with profit to the government. The publisher of this paper is perfectly familiar with the whole matter, and those who have had most to do with it know that it is one of the most expensive "machines" operated on by the government. And not only is it expensive but it is unjust, making a monopoly of the printing business to the injury of one of the most useful trades carried on in any kingdom. What would the public think and say, if the government should attempt to set up a large importing house for every thing needed from abroad, and furnish goods below cost at the public expense, to all in their employ, from retail stores set up in every part of the kingdom? It would be virtually a monopoly of trade and an injustice to all merchants and traders in the kingdom. Yet this is what it is doing in the printing business—attempting to monopolize it to the injury of its most industrious artisans. It may derive a little benefit from it, and so it might from government importing and retail stores.

The *Polynesian* attempts to prove that the government press is a paying concern, and goes back to the year 1848 to rake up the records of nine or ten years since. We had nothing to say about those years, when onerous stamps (since happily repealed) were imposed, which the office took the benefit of, when numerous and interminable reports, with their correspondence, enclosures and appendices even to the 900th folio, sprung up like mushrooms from the portfolio of the Foreign Office, which, so far as they were paid for from the treasury, gave to the press the appearance of a self-supporting establishment; though in fact it was far from such. To understand the manner in which the machine pays for itself, it should be remembered that each department of the government is bound to pay the government press for all the printing executed for it. These sums vary from \$2000 to \$4000 or more each year. The publication of the laws, legislative reports, and other documents in the *Polynesian* newspaper cannot properly, and never have made a demand for compensation. The following statements will show that the press does not pay its way:

1854.

The expenses of the government press for 1854, as shown by the Report of the Director, were	\$11,271.56
Add interest on the stock and materials, (\$6000)	720.00
Add value of rent of building,	1,000.00
Total cost for 1854,	\$12,991.56
The receipts from all other sources than payments from the government departments, were about	7,500.00
Leaving the actual loss to the government for 1854, about	\$5,491.56

During the following year (1855) the work at the office appears to have fallen off considerably. From the report of the present Director, we find that the Cash expended during the year 1855 was ——— \$9,637.00

Add interest of stock and materials, (\$6000)	720.00
Add rent of building,	1,000.00
Total expenses, 1855,	\$11,357.00

The report of the Director does not show what cash was received from the government and what from other sources, but if the figures were shown, there can be no question that the loss arising from the establishment to the government in 1855, was not less than \$6000. In regard to the rental of the

building, the above amount is a fair figure, as we learn that Dr. McKibbin's building, which is smaller, rents for \$1200 per annum.

We come now to the cost of the establishment at the present time.

1856-7.

The last appropriation bill voted for the government press for two years (1856-7) the sum of	\$25,000.00
Add two years rent of building,	2,000.00
" " interest on materials and presses,	1,920.00
(\$8,000)	1,920.00
Total cost for two years,	\$29,920.00

Making the cost of the printing office \$14,760 per annum, if the entire sum voted by the Legislature is consumed. Our readers will bear in mind what we said in our last issue, that the government "expended \$12,000 to \$15,000" to support their newspaper and printing office; and if the above figures are correct, just make a note where the charge of "insanity," "want of moral perception," &c. belongs, and who is the most fit subject for medical treatment?

We did not assert in our last issue, nor have we in this, that there was a loss of \$12,000 or \$15,000 in sustaining its printing office. But let us look and see what the loss is. This can only be estimated, as the term has not expired. But the cash receipts of the public press for 1856 and '57, from other sources than from Government, will not exceed \$6000 per annum, taking the average of the past few years as the estimate. The account will then stand:

Total expenses for 1856 and '57,	\$29,920.00
Total receipts from other sources than for government work, \$6,000 per annum,	12,000.00
Deficiency for two years,	\$17,920.00

Making a total loss to the government and people of \$17,920.00, in two years, for sustaining the government newspaper and printing establishment. If these figures can be disproved, we shall, with pleasure, make the correction.

So ingeniously have the reports of the bureau of government printing, for the past few years, been made out, appearing to give a very prosperous state of affairs, or so disguising them, that even our clear headed legislators were befogged and bewildered, and, according to the *Polynesian*, "were so well satisfied," that they made an extra appropriation of \$2000 for a press. We wish the ministers and the people to know the true state of affairs and learn one of the reasons why this government is cramped for money. A perfect knowledge of the facts in this matter of government printing, enables us to say that all the printing required by the government, excepting only its cumbersome newspaper, and taking the average of the past three years for the amount, can be executed for \$4000 per annum, instead of \$14,760, which is now being expended for it.

Is it any wonder that the government is obliged to send an ambassador abroad, at a great expense, to procure a loan to carry on the government works? Is it any wonder that our numerous public improvements in other parts of the kingdom remain, and are likely to remain, at a stand-still? The government press is every year becoming a more heavy incubus. It was originally established when there were no facilities here for printing, and it may have been then a necessity. But those days are past, and we have in our midst a community of enterprising mechanics, artisans and merchants, who are capable of supplying the wants of the government in every branch of industry, and whose interests ought to be encouraged rather than suppressed by any system of monopoly or perversion of the public funds.

From the Guano Islands!

ARRIVAL OF THE Schr. LIHOLILLO, with 100 tons of Guano.

The arrival of the fine schooner *Liholilo*, Capt. John Paty, on Saturday, with about a hundred tons of guano, from Jervis and New Nantucket Islands, caused no little excitement in our town. When the expedition sailed, on the 25th of December, no one appeared to take much interest in it further than to express a general denunciation of all humbugs.

The appearance of the specimens of guano which we have seen is that of a fine powder, very much resembling snuff, without the strong smell of ammonia which the Chincha guano has. Under a microscope, it appears entirely composed of crystallized substance, and resembles snow. Good judges pronounce it to be first quality guano, but what its value is, compared with Chincha guano, remains to be determined. About eight tons of this guano goes forward by the bark *Yankee*, to be sent on by the mail steamer, via Panama, to New York, the object being to land it in New York as soon as possible. The balance is being shipped on the clipper ship *Aspasia*, to New York direct, and will reach that port about July 25.

We are informed by Mr. Charles H. Judd, who was employed by the American Guano Company to procure the cargo, that, after encountering bad weather and various causes of detention about these Islands, they lost sight of Hawaii on the 5th of January, and, with a fine trade wind, reached Jervis Island in ten days.

On the morning of the 16th of January, the native laborers taken by Mr. Judd from Honolulu, were landed, and commenced preparations for loading the schooner. The first anchor dropped by the *Liholilo*, failing to hold, she dragged off into deep water, and much time was lost in getting it on board. In this maneuver the windlass was, unfortunately, broken, so that they were unable to anchor the vessel afterwards. The lading was effected while the schooner lay off and on by means of whale boats without any accident. The bagging and lading occupied ten days.

On the 20th of January they sailed for Howland's Island, where they arrived on the 5th of February, landed, erected a hut, brought off a sample of the deposit and set sail next day.

They saw New Nantucket on the 9th of February, a low island, which as they approached gave faint signs of vegetation, in the shape of dry grass and dead bushes on the water's edge. They landed on the 10th and were agreeably surprised to find the entire surface of the island not only destitute of vegetation but affording a vast deposit of guano of the very best quality. The *Liholilo* being already well down in the water and somewhat leaky, only seventy-four bags of this guano were taken on board. The passage to Honolulu was made in twenty-three days, reckoning from the 12th of February until the 7th March. Absence from Honolulu seventy-one days.

The usual course of the wind was from the N. E. or S. E.; and although the voyage was made in mid-winter the weather was mild, excepting the great heat on shore at mid-day. The currents appeared to change with changes of the moon, from the westward or eastward, and from one to one and a half miles an hour. The landing might perhaps be considered difficult by inexperienced persons, but it appears to have presented no obstacle to our enterprising voyagers.

The agent of the company, Mr. Arthur Benson, erected upon each island a flag-staff, upon which now floats the American flag, and each island has on it a

small house for the protection of the property of the company as well as a general caveat against all intruders. One great drawback to these guano islands is the want of fresh water, not a drop of which is any where to be found. Rain seldom falls as appears by the very dry condition in which they found the guano as deep as four or five feet below the surface. Birds eggs and fish are in such abundance as almost to stagger our faith in human testimony. At times the birds were so thick as actually to cloud the atmosphere, and it was almost impossible to step without treading on the nests. Altogether, it seems, these islands are by all accounts, a wonderful place.

Those who are curious to see Com. Mervin's famous report of his visit to these guano islands, can find it in our paper of Dec. 11.

It is amusing to see how easily the equanimity of some persons is disturbed and their natural common sense overturned. Judging from the communication over his signature in the last *Polynesian*, the Editor of the *Hae Hawaii* probably has his editorial cushion stuffed with "gun cotton," for we know of nothing else so inflammable. The signature at the close of the communication was superfluous, as there could have been no mistaking the authorship. To understand the origin of the remarks on the *Hae* in the last *Commercial*, it should be stated that we were requested by Mr. Fuller "to notice" his paper, which request was assented to with the remark that he must not be offended with the freedom which might be used in "noticing" it. Our remarks contain nothing but facts, all of which can be proven. We have space, however, to correct but one of Mr. F.'s hasty statements. He says:

Now, as to the "offer to take charge of the paper." No competent person has ever made an offer, either to me or to the President of the Board of Education, "to take charge of the native paper and make it something."

Thinking we might be mistaken, we addressed a line to Rev. A. Bishop, (formerly a missionary, but now we believe out of employ,) to enquire as to the correctness of our memory, in alluding as we did to a conversation with him some weeks since. Mr. B. replies:

"The facts are these: In a conversation with Mr. Fuller on the subject of his paper, he expressed a regret that he had not time to make it as good a paper as he wished by preparing interesting articles. Upon this, I offered to take charge of the paper and devote my time to it, for a certain sum, say \$500 per annum. He replied that there were not funds for the purpose, as the paper did not quite pay for itself. I presume from what you tell me he has written in the *Polynesian*, that he has forgotten the whole affair."

Whether Mr. Bishop is a "competent person," the public will of course judge for themselves. We believe him to be one of the most accomplished Hawaiian scholars on the Islands. The other statements made by Mr. Fuller contain about as much truth as the one above quoted, and the *Polynesian's* jargon about "insanity" had better be applied to its own correspondents. We are more satisfied than ever, judging from this last production of its editor, that the pages of the *Hae Hawaii* are filled with little else than "twaddle and nonsense." Would it not be well for the government to take the hint given by its official organ, and appoint a commission to inquire into the sanity of some of its officers—the Editor of the *Hae* in particular? It is also a question worth investigating by the commission whether the same refined literature adorns the pages of the native paper, or infuses itself into the Department of Public Instruction, and if so, what are its effects on the schools and children of the kingdom.

NOTES OF THE WEEK.

A bag will be kept open at our counter for the reception of papers, letters, &c., for the *Yankee*, till ten minutes before her sailing. Three numbers of the *Commercial* have been issued since the departure of the *Post*, which can be procured in wrappers, ready for mailing.

COOLIES.—Discharged coolies are becoming a great source of complaint in our city. They are about the streets at all hours of the night, and of course resort to every kind of petty thieving. We were glad to see a petition circulating praying the Privy Council to enforce again an ordinance which was in existence several years since requiring the police to arrest every coolie found about the streets after 10 P. M. We trust the law will be revived and enforced.

WHARVES.—Are the authorities aware of the frail condition of the wharves, particularly Market Wharf. Many of the piles are so entirely decayed, that we should not be surprised to see a horse and cart fall through at any time. This decay is owing to the petty thieving carried on at night by the boat boys, who moor their boats under the wharves and strip the piers of their copper. This matter is alluded to by a correspondent in another column.

PER YANKEE.—A large number of our townsmen and old residents are leaving in the *Yankee*, many of them for pleasure, and nearly all of them purpose returning in the summer and fall. The travel between this port and San Francisco is evidently on the increase, as every packet that has left or arrived for the past few months, has been crowded to its utmost capacity. The *Yankee* takes about 60 passengers.

The steam-tug was partially hauled out of the water on Monday to examine her bottom. Her stern post fastenings, bolts, &c., were found entirely rotted off. And her iron rudder actually has a hole eaten through it, though it is two inches thick and has been in the water only eight months—so very corrosive is the warm salt water of our latitude. We understand she is to be hauled out and repaired next week. For this purpose a marine laddery is very much needed.

ACCIDENT.—W. N. Ladd, Esq. was thrown from his horse on Wednesday last, and had his collar bone broken. He is improving.

COX.—Why are we lead to believe that His Royal Highness Duke Constantine has never been weaned? Because he was at Brest (breast) when we last heard of him.

After setting up the above rather apocryphal effusion, our native compositor, who occasionally gets off a good item, hands us the following, which puts the other into the background.

Why is an angry boy like a very rich man? Because he's a worth child. Beat that if you can.

A SAILOR'S YARN.—Most of our readers are well posted up in the whaling business, but the following, for a "fish story," is a little ahead of anything we have heard lately. A number of blubber hunters were together the other day spinning yarns, when one of them (a shore-whaleman, who does his whaling on land, and is of but little account at sea) was expatiating largely on his skill, and related among the wonderful exploits he had performed last season "up north," that he struck a whale and killed him with the first iron, which on being tried out, made four hundred barrels. An old skipper, who had sat quietly by during the whole of his "blowing," jumped on his feet, took a long breath, and exclaimed, "There, gentlemen, that will do for you, but just see here: Fourteen years ago, when I was in the old John Adams, of New Bedford, we got a sperm whale